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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
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Bedrooms with European Bath and
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Terms Moderate.
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GUIDES AND CHAISES PROVIDED.
Every Information and Special attention given
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NOTICE.

ROYAL GEORGE
HOTEL.

MR. H. BUTTONJEE begs to inform
the Public that no increase wherever is
made upon the rates advertised for accommodation
at the ROYAL GEORGE HOTEL, Kowloon.
He is obliged to make this announcement as his
ability to cater at such low prices has been ques-
tioned. For public information he begs to state
that he is enabled to do so as he is a direct
importer of Wines and Provisions, owner of the
Hotel property and has the services of a Manager
of nine years' experience in the Palace Hotel,
Shanghai. Nothing more need be said.
H. BUTTONJEE,
Proprietor.
M. J. NATHAN,
Manager.
Kowloon, 8th February, 1912.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken
Hongkong, 31st July, 1907.

IMPRESSIONS OF CANTON.

THE PASSING OF "OLD CANTON."

After an absence of nearly three months from the City of Rams it was interesting to return and consider the present state of affairs. A casual walk through the chief streets shows that the military spirit has thoroughly taken hold of the people. Soldiers of various kinds and of various stages of slovenliness are to be seen in every thoroughfare, while every other man appears to be wearing the badge which shows that he has been enrolled in the "People's Army." It is interesting to observe, however, that most of the men wearing these badges are those of the lower strata of society and to see those of the better class sporting these favours is rare. Judging from the numerous brutalized faces to be seen in every street the pirate and "bad character" element must still be very strong in spite of the fact that shiploads of these ex-rascals have been shipped away to the North. Large numbers of men fully armed are to be seen in the streets and it is easy to conceive that conflicts between these persons easily occur, for many of these men come from different districts and villages and own allegiance to different leaders, and the Revolution has by no means welded these heterogeneous elements into an harmonious brotherhood. Most of the old yamens along Wai Oi Street appear to have been turned into some kind of government offices and the entrances of all these are guarded by men armed to the teeth. The peculiar incongruities always to be observed among this people are very conspicuous in these soldiers and the spectacle of six heavily armed guards sitting in a bench all busily chewing sugar-cane, and spitting at the refuse on to the pathway is to say the least of it, somewhat ridiculous. European costumes do not appear to have gained such favour with the people as they have in Hongkong, neither do the women appear to go in for the new-fangled style of head-dress to the same extent as they do here. Barbers' shops are exceedingly numerous and all display legends inviting the public to partake of a man ming (civilised) hair-cut and shave. The way in which the people have changed their sentiments regarding their coiffure is really wonderful. Only a little while ago one was only "civilised" when he had a "tail," and the fact used to be enforced by the repetition of a certain vulgar little rhyme which students of Chinese will perhaps call to mind.

The burning question of the day in Canton is that of finance. As has been pointed out in various proclamations, the whole success of the Revolution depends on money. The old bank-notes have been "chopped" and are in circulation, but they are eyed with a great deal of suspicion by the native bankers who have on occasion refused to exchange them for silver. Silver appears to be very scarce and this may be one reason why the bankers are chary of dealing with them. Recently the Provisional Government has brought very considerable pressure to bear on these bankers, even going so far as to threaten with execution those who do not at once accept the notes at their face value. The result of all this is that the notes are circulating more freely, but it would not be correct to say that the suspicion of them has abated. It is stated that the man at the head of the Financial Department is one of considerable experience, as well he needs to be if he is going to reduce the present monetary chaos to anything like order.

Trade is of course affected by the unstable condition of the money market and many firms have either closed for business until better times come round. In the country districts the rural population is suffering from the holding up of the export trade, this being caused by the lack of safety on the rivers owing to the multitudes of pirates infesting these waterways.

One of the worst phases of the present situation is the high rise in the price of necessary commodities such as rice, oil and wood. It was fondly expected that when the new state of affairs was inaugurated these articles would greatly decrease in price, whereas entirely the opposite has been the case. Before the revolt a dollar would buy 18 catties of good rice, now it buys 13. A dollar would also buy 140 catties of firewood, now it buys 100. Oil has also gone up. Meat and especially pork has had an upward tendency. All this is telling very heavily on the poor and is giving rise to no little discontent and the spirit of disappointed expectations is much manifested. Three reasons are given for the enhanced prices: (1) the presence of so many pirates on the river; (2) the selfishness of certain merchants who have made "corners" of various staples; (3) the commandeering of large stores of food to feed the soldiers. The claims of the people seem to be forgotten in the present excess of military enthusiasm and those in power seem to think it of far more importance to feed the troops than the other sections of the community. "Many strange articles of diet have of late made their appearance, especially dog, and it is possible to buy at the stalls the flesh of the "friend of man" cooked in various forms, and the purchaser can have a choice between a steak of an ancient war or a ragout of puppy. Liver of all classes of animals is in demand, for the liver is supposed to be the seat of courage, and most disgusting lumps of this gland are to be seen exposed for sale."

Everyone in Canton appears to be a red and rabid republican, but some amount of fear is expressed regarding the stability of the present provincial government. Some of the men at the head of affairs are doubtless men of ability; but these have not by any means a free hand. The meetings of the Deliberative Assembly often break up without coming to decisions on important points, while a great many of these holding office appear to think of nothing but what would accordingly wish to subordinate everything to the needs and wishes of army. Jealousies appear to be rife and there are not wanting signs that the Canton Government is before long likely to be a "house divided against itself." The position is so difficult that no one seems desirous of taking up the post of

Governor, and those who have held this post seem to be glad to shuffle off the onerous duties of the position and "lead an army" to attack Peking. The pernicious practice of officials giving posts to relations still seems to be in favour and it is more than probable that Sun Mei, the brother of Sun Yat Sen, will be engineered into the Canton governorship. The fact of the matter appears to be that while there are many men having what may be termed destructive ability, those possessing constructive ability by which the multitudinous factions may be welded into a strong and progressive whole appear to be wanting. The position is one undoubtedly of great difficulty and needs a man of exceptional ability, tact and experience at the head of affairs. To keep in bounds the ex-rascals forming the "People's Army" requires talents of no mean order, while the latest reports say that there is some danger of the old feuds between the *Pan-tei* and *Hak*-has breaking out again. If this were indeed to occur the difficulty of the position would be increased enormously. Several innovations have given offence in many quarters, especially the change of the calendar and the abolition of certain time-honoured customs. Although the spirit of these changes is laudable, much cannot be said for the wisdom of making such changes at such an early period.

It is a matter of opinion as to whether the native Press gives the public a really true representation of the exact state of affairs existing. The Press wielded an enormous influence in bringing about the change of régime and it is not to be wondered at that it backs up the present form of government through thick and thin. Hence all the good points of the existing form are presented in glowing colours, while the evils and weaknesses are either not spoken of or at the best but glossed over. Moreover, it is a matter of doubt as to how far the Press is at present a free agent. Threatening letters have been sent to editors during the last year, and the "People's Army" and in at least one case one editor was assaulted with a bomb.

One of the most striking events during the past few months has been the destruction of idols and vandalism in the temples. These occurrences have been regrettable for various reasons, the foremost being that it has not proceeded from a proper spirit. By this I mean that in spite of these attacks, the people still remain idolaters at heart, for it is to be especially noticed that the war god is always spared. The average Cantonese is still as grossly superstitious as he ever was, and in his heart of hearts the malignant powers of *Fung-shui* are as much dreaded as ever. In throwing down the old idols nothing is placed in their stead, although it must be granted that many leaders of the revolution are ardent Confucianists, but it must be confessed that Confucianism does not appeal very strongly to the lower classes. The opinion of missionaries is divided on this subject, some welcoming it as a sure sign that Christianity will soon become the religion of Cathay, while others see in it grounds for fear lest in breaking with the old faiths the people become hardened and dead to all spiritual matters and become possessed of such a spirit of self-sufficiency and rabid atheism as will present even greater obstacles to the adoption of the doctrine of the Prince of Peace than has the idolatry of past ages.

While the morality of the present government is an improvement on that of the old it is not supposed that it is entirely free from attendant evils. I have heard of several examples of "squeeze pigeons" that would have done credit to the old régime. Here is one. A friend of a native medico is in the service of the new government. This man offered the medico a post as a regimental doctor. The pay offered was fairly good, but the physician was told that when he wished for further supplies of drugs he was to purchase what was required up to \$50 and then send in the bill to the friend for \$200. To the man's honour, he said, I refused the post, but it is to be feared that not many men would be so scrupulous. In this special case the man who had the gift of the position stood to gain \$50 on every batch of drugs bought, which would doubtless work out to a considerable sum in these troubled times.

Several hundreds of the newly joined soldiers have received as much as two or three months' pay in advance with a view to securing their loyalty. A large number of these men speedily spent the whole of this money in the brothels, and quarrels were so frequent between the keepers of these places and the soldiers, and the conduct of the latter was so violent and overbearing, that all the brothels in the Eastern part of the town have been temporarily closed. Those in the other parts are still as crowded as ever, and however much the government has been changed it is evident that the people themselves are very little altered. Many new regulations concerning marriage ceremonies have been inaugurated, but girls are still bought and sold to be reared for a life of vice. There are grand schemes in the air for knocking down the old walls and constructing a wide boulevard round the city, but the streets of the town are still as filthy as ever, the beggars still throng the thoroughfares and squalor and poverty most distressing is everywhere to be observed.

Shameen is strongly guarded and fortified, and all along the Creek a barbed wire fence of considerable height and great strength has been put up. These precautions have given great offence to the natives and several Chinese now refuse to put foot on the Settlement at all. There is no doubt, however, that such precautions are entirely necessary, for there is no telling at what moment serious trouble may arise in the native city. Continuous tales of piracy and robberies come down from the riverine districts, and it would appear that outside the immediate environs of Canton the new government exercises very little more control than did the old.

Still there is great cause for hope. The people seem enthusiastic for the new state of affairs and are willing to overlook a great many serious defects. Whatever the ultimate outcome, it is evident that the old Canton has passed away for ever. In common with the rest of China, Canton has taken steps along a road that cannot be retraced. Whether these steps will lead to the establishment of a firm and righteous government, or whether they will lead to years of anarchy and internecine strife depends much on the men who are now called upon to take direction of affairs. Is it not the wish of all that these men may be imbued with the spirit of wisdom that in the end this great country may attain an honoured place in the brotherhood of nations?

A. G. B.

COMPANY MEETINGS.

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY.

The general meeting of shareholders in the above Company took place yesterday at the office of the General Managers, Messrs. Shewan, Tomes & Co. Mr. C. A. Tomes presided, and there were also present: Messrs. H. P. White, G. H. Medhurst, U. Poi On (consulting committee), J. Young (secretary), Dr. J. W. Noble, J. Doyle, A. Crane, R. Hancock, M. A. Figueiredo, R. Henderson, C. Klink, Fung Shiu Wa, A. H. M. da Silva, J. A. Tarrant, D. D. Gazdar, and R. A. Ferguson.

The SECRETARY having read the notice convening the meeting.

The CHAIRMAN said—With your permission, gentlemen, we will take the report and accounts as read. I will begin by explaining that the delay in issuing the report, etc., and which we much regret, has been caused by the extra pressure of work at the godowns and by the longer time required by the auditors in completing their work under the new Companies Regulations that came into force on January 1st. We are confronted with a less favourable year than usual, but a study of the figures will show how this came about and will leave a reasonable hope of being able to return to the customary dividend and one that has prevailed since the inception of the Company.

The carry forward for last year was less than the previous year by \$2,151.87. Absence of any income on Investment accounts for \$500.00. Decrease in interest received, storages and rents 4,286.54. Transfer from Reserve 500.00.

Making a total of \$12,438.41 which very nearly represents the reduction of 10 per cent. per share in the dividend. Our income mainly depends upon the rate of interest prevailing, and this throughout the past year has tended downwards, and for various reasons money has been and is still cheap in the Colony. The influx of better class Chinese from the mainland bringing their capital with them, stagnation of trade, the absence of speculation and the institution of new money-lending concerns in the Colony, have all contributed to a lower scale, and we have had our earning power thereby curtailed. What used to be our chief source of income, our provident system loans, has fallen away considerably. In some years we have had as much as seven lacs invested in this way and we are now down to less than three lacs, borrowers finding cheaper accommodation elsewhere. This release of funds enables us to pay off half the mortgage on the godown property, and we effect a saving here, although it is not commensurate with the benefit gained on lending on the provident system for which this money was previously used. The godown department finishes the year with about the same result as last. The first half showed a considerable drop in earnings, but latterly an improvement was shown owing to heavier arrivals of merchandise that we make a specialty of storing and to the enhancement of rates we instigated by agreement with others in the same line of business. The new year has started well and if we can maintain the present pace we shall have no cause to complain, although we are somewhat far yet from being able to derive from this godown property what was expected. Rents from house property are better, and we hold only one or two pieces that give an inadequate return. For the high rate of interest we ask we must necessarily assume considerable risk at times, but we have been fortunate and there are only two lots of property that have come to us on foreclosure that we cannot to-day get a covering price for, and we have something to meet depreciation here with a profit, realized over sales of other foreclosed pieces. To fulfil the requirements of the Articles of Association a nominal sum of \$1,000, as last year, has been added to reserve. I am well aware this is not at all adequate for a Company like this, but we must wait for more normal or more favourable times before we can expect to add comfortable sums to this fund. By consent of the members of the Committee their fees have been reduced to \$3,000. On the other hand the auditors, as their work seems to increase under the new Companies' Ordinance, should perhaps receive further compensation, and it will be proposed to slightly alter their fee from \$200 to \$300. In accordance with the new regulations I will read the auditors' certificate:—

"We report that we have audited the above balance sheet with the books and vouchers of the Company and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1911, according to the best of our information, and the explanations given us, and as shown by the books of the Company. We have obtained all the information and explanations we have required."

A. O'D. GOURDIN } Auditors.
W. HUTTON PORTS }

Before moving the adoption of the report and accounts I shall be glad to reply to any questions that may be put.

There being no questions, The CHAIRMAN moved the adoption of the report.

Dr. Noble seconded, and the motion was agreed to.

On the motion of Mr. GAZDAR, seconded by Mr. KLINK, Messrs. H. P. White, U. Poi On and G. H. Medhurst were re-elected to the Consulting Committee.

Mr. HANCOCK proposed that Messrs. A. O'D. Gourdin and W. H. Potts be re-elected auditors at a salary of \$150 each per annum.

Mr. SILVA seconded, and the motion was agreed to.

The CHAIRMAN—Dividend warrants are ready now. That is all the business, gentlemen. Thank you for your attendance.

SHANGHAI LAND INVESTMENT CO.

The annual meeting of the Shanghai Land Investment Company, Limited, was held on Thursday afternoon last week at the offices of Messrs. Gibb, Livingston & Co., Jinkee Road. There were present: Mr. E. Jenner Hogg (Chairman), Mr. J. M. Young, Mr. C. W. Wrightson, Mr. E. C. Pearce, and Mr. H. R. Kinnear (Directors), Mr. Phillip P. Peables (Manager), and Messrs. A. C. Hunter, J. Johnston, R. M. Baker, Arthur Dallas, C. Platt, A. L. Anderson, W. Paton, and F. Cummins.

The SECRETARY having read the notice calling the meeting, and the auditor's certificate attached to the accounts.

The CHAIRMAN said—I presume that as usual we may take the report and accounts as read, but before dealing with them I must be allowed to express my own sorrow at the death of my old friend, Alexander McLeod, and I know that you will all wish to join in an expression of deep regret at the loss of one who for so long was associated with this Company and gave to it of his best, in aid and guidance, both in the Agency and when serving on the Board.

His is a place difficult to fill not only for us but in the wider sphere of this community. To those bound to him by closest ties and to his colleagues in the firm I do, I am sure, tender from us all our heartfelt sympathy. The past year has been one of much difficulty, as you are aware, and you will not be surprised, though we must all regret, that our dividend must fall short of last year; and I am sure you will agree that our demands on equalization of dividend fund should be made with moderation and with due regard to the maintenance of the stability of the company and of a fair dividend. I think you will consider that we have worked through the year very favourably under the circumstances. We have had to practice a careful economy without allowing any of our properties to be "starved" and this we were the more able to do owing in a great measure to our previous policy of keeping our properties not only in thoroughly good order but in a condition really somewhat in advance of actual needs. Thus while not sacrificing one iota of efficiency we have been able to reduce our running expenses during the year by some Tls. 27,000. This is an important saving and particularly welcome at a moment when for the first time in the history of the Company we have had to record a decline in the volume of our rentals.

I may fairly say, however, that they might have been worse and I will venture to claim some credit for the management in that the gross rentals have only fallen off by some Tls. 8,000. The decrease is due to a reduction in rents from foreign occupied properties, as some important leases have fallen in and they could not be renewed on the old terms. Our Chinese properties show a slight increase, our houses having been practically fully tenanted throughout the year.

Turning to the accounts. You will have found full details in working account, and as our last meeting may not be fresh in your memory I may repeat the explanation as to interest account. The Tls. 73,107.14 represents the difference between our receipts from mortgages and interest on undeveloped land on the one hand, and our payments in respect of debentures and overdraft on the other; and I remind you that the estates having cost roughly Tls. 7,000,000 against a capital of Tls. 3,900,000, the difference is borrowed, and while the interest on the borrowed capital goes to the debit of interest account the returns from the developed estates go to the credit of interest account, so that the interest still remains invested in the properties of the company, being used solely for rebuilding, re-erecting, improving our properties, permanent work, that is to say, beyond and above the ordinary repairs. During 1911 we have drawn on premiums on the issue of our debentures, for such purposes to the extent of Tls. 14,884.21 and on the other hand we propose to-day to pass the interest for 1911 on undeveloped land amounting to Tls. 78,363.46 to the credit of the account (improvements and renewals account), which will then stand at Tls. 139,632.91. On the other side of working account charges have come to about Tls. 500 more than last year. Salaries are more owing to the increases in the staff under agreements. Rental account is increased by the charge for the manager's house for part of the year. Legal expenses are increased through expenses on the new trust deeds. Trustees' fees are Tls. 2,500, there being now five trust deeds with two Trustees for each deed. Other expenses remain practically as before. Profit and loss account shows the Tls. 50,000 drawn from equalization of dividend fund sanctioned at the last meeting, and the substantial sum of Tls. 30,482 derived from premiums on the issue of our debentures. On the other side in the transfer to improvement and renewals account of Tls. 75,153.66 and an item of Tls. 2,896.21 for brokerage on sale of debentures. Reserve fund remains unaltered, while reserve fund for equalization of dividends is debited with the Tls. 50,000 allotted to already drawn up to the extent of Tls. 50,000 if you sanction the proposal in the report to use the fund as was the intention when formed for the assistance of another loan year. The balance sheet shows the cost of all the properties of the company up to date, and the difference in capital costs of the various estates as compared with last year are dealt with in the report as

completing the accounts. The mortgage loans are Tls. 177,907.48 more than last year and are fully covered as is also the other item of Tls. 110,087.76 of sundry debtors. The debenture purchase account represents, as has been explained, before a small amount of our own 5 per cent. and 5 per cent. debentures which we took at a low price. Of these Tls. 4,000 have just run off and will come into this year's accounts. In regard to our debentures I should remark that Tls. 250,000 (being a part of our first issue of debentures), having been paid off in 1910 we have made a further issue of Tls. 1,000,000, of which Tls. 750,000 were offered to the public and Tls. 749,000 were disposed of up to the end of the year. The balance of the million is in course of issue and is being freely subscribed for. We have made no sales of property during the year and our only purchases have merely been for the completion of existing estates and do not amount to more than some Tls. 17,000. As to the future there are so many possibilities, so many pros and cons, that it is best not to prophesy.

The revolution has caused a very large influx of Chinese and a fair number of foreigners to Shanghai, but so far we have benefited but little from this. The Chinese are principally of two classes—the very wealthy who have rented large houses and the very poor who although causing a certain amount of overcrowding in small Chinese houses have not helped to augment rents, and our Chinese properties were already fully let. The sudden influx has not yet made much difference to us. What we must wish for is an increase in the number of Chinese who can find regular employment in and around Shanghai and it is not unreasonable to expect to see some such healthy development as soon as the political horizon clears, and our hope must be that this may not be long delayed.

Mr. A. C. HUNTER observed that Tls. 50,482 premium on debentures had been credited to profit and loss account during the year, and that the profit they could not count on for the year. The CHAIRMAN agreed that was so, but added that having made the profit, they had a perfect right to distribute it.

Mr. HUNTER went on to express the opinion that the deductions from gross rentals for the running expenses of the company were greater than they would have been in privately owned estates.

The CHAIRMAN replied that that was a point he had been giving great attention to, and he was unable to say exactly where the expenses could be curtailed. He would be very willing to go into the matter more thoroughly with Mr. Hunter or any other shareholder at some other time.

The report and accounts were then passed on, the proposition of the Chairman, seconded by J. M. Young.

The CHAIRMAN proposed, Mr. Wrightson seconded, and it was agreed, that the directors be authorized to pay a final dividend for the year 1911 of 6 per cent. on the paid-up capital to shareholders on the register that day.

It was proposed by Mr. J. Johnston, seconded by Mr. E. C. Pearce, and agreed that Mr. E. C. Pearce be re-elected a director of the company.

Mr. G. H. Wingrove was re-elected auditor for the current year at a remuneration of Tls. 500.

A vote of thanks was passed to the Chairman, and the meeting closed.—N.C. Daily News.

PANAMA CANAL.

WILL IT PAY?

The news that Herr Ballin, the famous head of the German shipping combine, is on his road to Panama to arrange the details of a scheme for securing German trade and shipping when the canal is opened should stir British shipowners to make some effort to secure their position. A correspondent who has lately returned from visiting the works sends us the following information:—

If some improvement is not speedily made in the British mail services to South America and along the Western coast, we may expect to find, when the canal is opened, that both the Germans and the Americans will get ahead of us and capture the lion's share of the increased traffic. Also passengers are avoiding the English boats and are taking passage either by the German, or by the American "Fruit" line in preference, even from and to our own West Indian Islands.

The Americans undoubtedly mean to make the opening of the canal the opportunity for a grand effort to re-establish their maritime supremacy. When I was in Panama, all the talk was of preferential rates for American shipping, or penal rates for foreigners. It comes to the same thing. The canal cannot possibly pay unless very heavy rates are charged, and these the American shipowners will not stand if levied on their ships. The prevailing point of view was that the United States has spent a hundred millions on the canal and that, treaty or no treaty, the Americans can claim the right to a return for their money.

HIDDEN BATTERIES.

Personally, I hold the opinion strongly that there is little expectation that the canal will pay as a commercial undertaking. If rates are raised to a remunerative figure, it will be a step for ships to follow the old course round the Horn. If American ships receive a heavy preference, then, although the canal will not pay commercially any the more, there may be a big national advantage to be gained.

I am convinced, however, that, in the mind of the American Government, the first consideration is the strategic benefit to be derived from the control of the canal. It is, of course, well known that this factor is being fortified, but few people know of the strength of the masked batteries in the American zone behind Colon. Approach thereto is forbidden, naturally enough, and I cannot give details; but I have been sufficient to know that the American control of the canal has been thoroughly safeguarded from attack. The excuse given is that these armaments have been necessitated by recent increases in the armaments of Japan.

SALUBRIOUS PANAMA.

The thoroughness of the Americans surprise me. Of the old French workings it used to be said that "an Irishman was buried under every sleeper of the railway. Such an awful name did Panama get for unhealthiness that no white man save a destitute Irishman would take the risk of working there. It is now as healthy as any place in the world. Yellow fever and malaria have been killed, the mosquitoes which carried them. Clubs, hotels, houses, all places in which men congregate, are built like a meat-safe to keep out the mosquito; but the broad asphalted roads, the brilliant flower gardens, the frequent signposts, pointing you to church, shop, pay-office, everywhere, so that if you suddenly landed from a balloon you could not possibly miss your way, all go to show that the Americans believe that on the isthmus they have a shining city.

The Americans are exercising all the rights of sovereignty in the zone, and in rather a despotic way. And they mean to continue to do so. Personally, seeing the pains they have been put to and the money they have spent, I cannot bring myself to blame them.—*Pail-Tail Gazette.*

INTIMATIONS

SKIN IRRITATION
MADE HER WALK
FLOOR ALL NIGHT

Came on Hands and Arms Like Little Blisters. Was Dreadful, Would Break and Spread. Eased at Once and Quite Cured by Use of Cuticura Ointment and Soap. Cured Baby of Rash and Sores, Too.

"Whenever I can recommend Cuticura Soap and Ointment, I shall be pleased to do so, as I consider them a household treasure. My hands and arms were covered with tiny small spots which caused me great irritation, and I had to walk my bedroom floor some times all night. Then I got a little Cuticura Ointment which eased the irritation at once. My husband got me some Cuticura Soap and more Cuticura Ointment from the chemist, and now I see nothing of the rash at all. I think the Cuticura Soap and Ointment should be kept in every home." (Signed) Mrs. Annie Bingley, 60 Victoria Road, Woking, Surrey, England, April 17, 1910.

In a later letter, Mrs. Bingley adds: "The eruption used to come at first like little white blisters, and the irritation was dreadful. Then they would break and spread, but by the use of the Cuticura Soap and Ointment I have got quite cured. I have also recommended to a friend of mine both the Cuticura Soap and Ointment for her baby. It was covered with rash and sores from its teeth. She is delighted with them, for they have cured her baby."

The Cuticura Remedies are the most economical treatment for the skin and scalp of infants, children and adults. Boxes of Cuticura Soap and a box of Cuticura Ointment being often sent. Sold throughout the world. London depot: 25, Abchurch Lane, E.C. 4. W. B. A. Potter Drug & Chem. Corp., Sole U.S.A. Agents, 230 N. 2nd St., Philadelphia, Pa.

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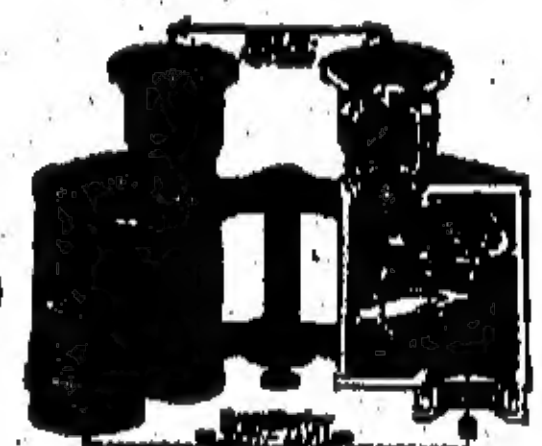
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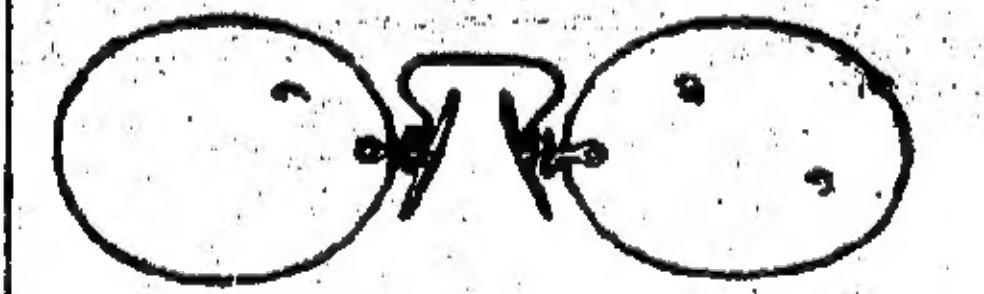
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bring with their pleasures some discomforts. Then it is really refreshing to remove every trace of dust and perspiration by using

Calvert's Toilet Soap

and any day it is a good soap to choose for ordinary toilet use. Pure and cleansing, pleasantly perfumed and antiseptic—for 10% crystal carbolic is incorporated with it—you will find it not only excellent for the skin and complexion, but also a protection against contagion.

Your local Chemist or Store sells it in three tablet boxes. F.C. CALVERT & Co., Manchester, Eng.

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PILLS

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"TRUTH" ON MR. LABOUCHERE. CANDID REMINISCENCES.

The adage that no man is a hero to his valet was never better exemplified than in the extraordinary reminiscences published in a recent "Truth" of Mr. Labouchere, who founded and controlled it. "Truth" dwells on his un-Englishness, his hatred of sport, his abstemiousness, and his shabbiness. It declares that he had little or no connection with "Truth" beyond drawing the profits and reaping the praise of work done by other men.

The writer remarks that many of the Laboucherean anecdotes might be traced to the hero of them, and they "have probably lost nothing in the telling." He adds that the better you know Mr. Labouchere "the more he astonished you, until you got to the point where your capacity for astonishment was exhausted. Is not 'freak' really the right word for him?"

"He was a great reader, and certainly a few years ago read more French books than any others. There was something Voltairian in his spirit and philosophy, in his flippant wit, in his proclivity for ridiculing cherished opinions, and in his comprehensive scepticism. Sometimes he seemed almost to stand for the embodiment of the spirit that reminded you of nobody but Mephistopheles. He was certainly a cynic—the word has no meaning if he was not one. Sentiment of any kind was thoroughly repugnant to him."

MR. LABOUCHERE'S SOFT SIDE. "It can hardly be asserted with truth that the real Labouchere was a generous man in the ordinary sense of the term. The habit of giving away money, which is what I suppose is meant by calling a man generous, was quite at variance with his general scheme of existence. And one cannot forget that what he gave away he gave away out of a huge super-abundance. Probably he never spent half his income. For many years what he drew from "Truth" alone would have well covered all the expenses, and he was a rich man independently of "Truth."

"As a consequence of the soft side of his character Labouchere was always according to my experience—a most easy man to deal with if only you approached him in the right way. Again and again people who had been roughly handled in "Truth"—quite justly—got round him by the simple process of buttonholing him and discussing themselves with him. On one occasion a money-lender who had been badly shown up in "Truth" insisted on seeing Labouchere personally. The visitor arrived, gave his version of the transactions he wished to explain, and Labby (who up to that moment knew nothing about the case) bowed him out with a few shrewd questions.

"But as they got into conversation the tone became more and more amicable, until at last Labby, handing the cigarettes, proceeded to explain circumstantially how he would have done the business had he been a money-lender, and how his friend (for by this time he treated him quite as a friend) might get his percentage in future without incurring unfavourable remark. The man left in the best of good-humour."

The only two men against whom I ever knew him display strong animosity were Mr. Joseph Chamberlain and Lord Rosebery. What they ever did to incur his hostility beyond all living politicians I have not the slightest idea.

LIVING OR DEAD SAVAGES. "When Labouchere came back from Florence (all alone) to attend his 1st two parliamentary sessions, he took a modest couple of rooms in Queen Anne's mansions. He related to us with great pride and satisfaction how cheaply he was doing it. The mansions gave him a cup of coffee and a slice of toast in the morning for sixpence. He had found a delightful place for himself—the Asquith Bread shop at the corner of Parliament Street. Here a particularly choice delicacy could be obtained, for which he had taken a great liking—two solid sausages, price 4d. "So you see," he said, triumphantly, "as I don't often take any dinner I generally get through the day for tenpence."

"For many years it was his habit to drop in at "Truth" office on Monday or Tuesday morning and order lunch. The meal usually consisted of a chop just warmed through. He ate it without bread, salt, pepper, or drink of any kind, and smoking a cigarette all the time. I have seen him with the chop in one hand and the cigarette in the other, pausing to crack some joke. You see, who had to sit on the other side of the table while he was refreshing himself, used to be horribly upset by the performance."

"As soon as he felt the slightest inconvenience from his teeth he had them out and set to work on them with the first implement that came to hand. I have seen him prodding them about with the office scissors or battering them with a ruler. "Here you got a hammer in the office," he inquired one day, and the caretaker having produced one, he destroyed about fifty pounds' worth of dentist's work in a few minutes. People tell you that some of Dickens' characters are overdrawn and impossible. There is no character in all Dickens' collection so full of apparently impossible comic extravagance as was Henry Labouchere in real life."

In the nineties and onwards he used to go about London looking like a dilapidated beggar. "It is a bit more for wear," he once remarked, half apologetically, when I was helping him into his overcoat. "My wife won't let me go out in it, but I'm rather fond of it, and I hide it from her. He—he—he," and then came the Mephistophelian chuckle. He used to come to the office in one old jacket which excited much interest and mirth among the junior staff, one of whom declared that he could smell it coming up the stairs. One day Labby arrived in a more presentable garment, and complained bitterly that Mrs. Labouchere had surreptitiously captured the old jacket. A week later, to the general horror, he re-appeared in it, blushing over with glee. "I've done her," he said to Youles. "I found it!" He never said where, but I suspect that he recovered it from the dustbin."

REAL MAKER OF "TRUTH." "He habitually kept enormous sums—tens of thousands of pounds—to his credit at his bank on current account. One of his funny habits was to come to the office with his pass-book in his pocket and ask somebody to tell him how much he had to his credit. When I have assisted him in taking out the balance it always proved to be well over £20,000, and I don't if it was ever under that figure."

"When Labouchere 'started' 'Truth' he was, as Horace Youles described him, like a child with a new toy. For two or three years (as the records show) he did the dramatic criticism, the financial articles, and the politics, besides looking himself loose on every other subject that came into his head. But then he found another new toy, and one very much more to his taste, which lasted him virtually till the end of his life. In 1880 he was elected for Northampton."

"It was Horace Youles who made 'Truth' as it has been known to the public for the last twenty-five years. Labouchere's part in all the troublesome libel actions that 'Truth' fought in the days when Youles was editor was to come and sit beside George Lewis in Court when we got to trial, and receive some pittance of the Press and public after the victory. The net result of it all was that Horace Youles made one of the greatest successes in the records of journalism, and that so far as the public are concerned the whole credit of it rests with Labouchere to this day."

WM. POWELL, LTD.

TELEPHONE 346.

Gentlemen's Outfitters.

NEW DELIVERY OF

"GLYN'S" HATS.

NEW SHADES AND STYLES IN SOFT FELTS. NEW STRAWS. NEW BOWLERS.

MODERATE PRICES.

"GLYN'S" HATS

ARE HAND-MADE.

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(Sole Agents for Glyn's Hats).

GARNER, QUELCH & Co.,

WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of World-wide reputation.

OVER FORTY COLOURS TO SELECT FROM

From top to bottom of a House Hall's Distemper is the quickest, cleanest and most healthful form of decoration, as well as the one which conforms most to the requirements of modern fashion and good taste.

Hall's Sanitary Washable Distemper

makes beautiful washable walls.

It is applied with a white-wash brush, distempers, and destroys all microbes, dries like flat paint, and sets hard as cement. It contains no lead and therefore does not discolour or turn black, nor crack, scale or peel off.

Made in two qualities for inside and outside work: sold and used by decorators everywhere. Sample Shade Card and full particulars sent free on application to

William C. Jack & Co., Ltd.

WEISMANN, LTD.

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CONFECTIONERS.

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FINE TUNING INCLUDED.

MEDIUM

CHEAP and

THE BEST.

[941]

TO LET

TO LET.

A T SHAMEN (British Concession), Spacious Two-Storeyed GODOWN suitable also as a Silk Godown. Apply to—

SIEMSEN & Co., Hongkong or Canton. Hongkong, 15th January, 1912. [192]

TO LET—FURNISHED.

A HOUSE at Tai-Po, May to October. Apply—

L. GIBBS, 6, Beaconsfield Arcade, Hongkong, 1st February, 1912. [264]

TO LET.

ONE ROOM, 30 feet by 20 feet, with Verandah, on Third Floor Prince's Building, facing New Law Courts. Apply—

LEIGH & ORANGE, 1, Des Vœux Road Central, Hongkong, 6th February, 1912. [280]

TO BE LET.

On or about 1st March, 1912. SHOPS and OFFICE, in Alexander Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs Wm. Powell, Ltd. A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 29th August, 1911. [123]

TO LET.

OFFICES in King's Building. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1912. [12]

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL (SHOP), opposite The Old Post Office. No. 2A, D'AGUIAR STREET, suitable for Godown, etc. Latest compiled by Vienna Café & Co. For Particulars, etc., apply to—

CHANG FAT, Care of YEE SANG FAT, Same address, YEE SANG FAT & Co. Hongkong, 5th October, 1911. [124]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1912. [120]

TO LET.

NO. 9, BEACONSFIELD ARCADE (Shop). BEACONSFIELD. No. 5, MOUNTAIN VIEW, PEAK. "EGGESFORD" No. 114, PEAK. Unfurnished from 1st April, 1912. 6 ROOMS. The EYRIE, 6 Rooms, Tennis Court and Lawn Garden. TO LET FURNISHED, BECKENHAM KENT. 8-Roomed House standing in own Grounds, Large Lawn and Garden. Servants may be retained. 20 minutes from Victoria or City. Photos can be seen here. No. 57, PRATA GRANDE, Macao. FOR SALE—Tor Onzas, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 22nd February, 1912. [122]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yauwatt Area, 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 2nd November, 1911. [134]

TO LET.

THE KOWLOON HOTEL PREMISES with Flower and Vegetable Gardens. Suitable for Mess. Immediate possession. Apply to—

THE SPANISH PROCUATION, 2 Seymour Road, Hongkong, 14th February, 1912. [511]

TO LET.

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil. THE HONGKONG DAILY PRESS PRINTING WORKS turn the Best Printing at the Reasonable Price.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex s.s. "Marmora" From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and THURSDAY. Survey will be held at 10 A.M. TUESDAY, the 20th, instead of MONDAY, owing to China New Year. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 16th February, 1912. [1]

FROM EUROPE.

THE H.A.L. Steamship

"SUEVIA."

Capt. Rausan, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 22nd inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex s.s. "Elben" from Kiel. HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 17th February, 1912. [

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE &
PORTLAND (Or.).

VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
ORTERIC 6th March.	HERCULES 15th March.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
are most Commodious Accommodations, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. King's Building, Praya Central

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "KATANGA" ... 5,600 tons ... 1st Half May, 1912.
S.S. "DUNERIC" ... 3,000 tons ... to follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 27th February.
FROM COLOMBO: S.S. "COMERIC" 10th March.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.
Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS, [42-43-44]

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consul
or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
MONSIEUR	27,000	...	SATURDAY, 2nd March, at 1 p.m.
KOREA	28,000	...	TUESDAY, 2nd April, at 1 p.m.
SIERRA	28,000	...	TUESDAY, 16th April, at 1 p.m.
MANCHURIA	27,000	...	TUESDAY, 30th April, at 1 p.m.
MONGOLIA	27,000	...	MONDAY, 20th May, at 1 p.m.

INTERMEDIATE.	Tons	Starting	1912
NILE	11,000	...	FRIDAY, 23rd Feb., at 1 p.m.
PERFIA	9,000	...	TUESDAY, 26th March, at 1 p.m.
CHINA	10,200	...	TUESDAY, 23rd April, at 1 p.m.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., AND CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
THURSDAY, 22nd FEBRUARY, 1912. 8 a.m. "HONAM" 10 p.m. "FATSHAN."	8 a.m. "HEUNGSHAN" 5 p.m. "KINSHAN."

FRIDAY, 23rd FEBRUARY, 1912.
8 a.m. "HEUNGSHAN"
10 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th FEBRUARY.
The Company's Steamship
"HEUNGSHAN,"
will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure
from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m.
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 7.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOISANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., THE CHINA NAVIGATION CO., LD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

The S.S. "SAINAM" and "NANNING" will run as usual.
S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Offices open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR LONDON & ANTWERP ... "CARMARTHENSHIRE" On 4th Mar.
FOR LONDON, ROTTERDAM & ANTWERP ... "GLAMORGANSHIRE" On 15th Mar.
FOR LONDON & ANTWERP ... "DEN OF GLAMIS" On 31st Mar.
Most Steamers have excellent accommodation for a limited number of First Class
Passengers. Cabins are situated amidships, and are fitted with electric light and fans.
Attention is directed to the moderate fares charged.
Does not take Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.
Hongkong, 16th February, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR SHANGHAI ... "KWONGSANG" Saturday, 24th Feb., Noon.
FOR KIENTSIN via SWATOW & CHEFOO ... "CHIPSING" Saturday, 24th Feb., Noon.
FOR SINGAPORE, PENANG & CALCUTTA ... "LAISANG" Saturday, 24th Feb., 2 p.m.
FOR MANILA ... "YUENSANG" Saturday, 24th Feb., 2 p.m.
FOR SINGAPORE AND PENANG ... "HOONGSANG" Sunday, 25th Feb., 2 p.m.
FOR MANILA ... "FOOKSANG" Saturday, 2nd Mar., 2 p.m.
FOR SHANGHAI, KOBE & MOI ... "FOOKSANG" Thursday, 7th Mar., Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).
The Steamers "KUBANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and return via Kobe, Inland Sea and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted through-
out with Electric Light.
Taking Cargo on through Bills of Lading to Yagyuwa, Tientsin, Weihaiwei, Chefoo
Tientsin and Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS
Hongkong, 21st February, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FAZILKA," 4,152 tons, Captain W. E. Whittingham, R.N.R., due at
Hongkong from RANGOON on 27th Feb., will be despatched for YOKOHAMA and KOBE
on the 28th inst., at Noon, taking Cargo and Passengers at Current Rates. To be
followed by the S.S. "MUTTRA," 4,644 tons, Captain J. R. O'Sullivan.

WESTWARD.

The S.S. "PULTALA" will leave Hongkong for SINGAPORE, PENANG and
RANGOON on the 1th March, 1912, followed by the S.S. "FAZILKA."
The above Steamers have excellent saloon accommodation for passengers and are
fitted with all modern conveniences.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.
Telephone No. 215.
Hongkong, 16th February, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	LEAVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	8th March	Saturday, 2nd March. Saturday, 30th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars, apply to
GIBB, LIVINGSTON & Co.,
AGENTS.

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SHIPPING IN PORT.

STEAMERS.
BOHEMIA, Austrian str., 3,105, Baotou, 19th
Feb.—Shanghai 16th February, General—
Ender, Wier & Co.
CARL DIEDERICHSEN, German str., 774, C.
Jungensen, 17th February—Haiphong and
Hohow 16th Feb.—General—Jensen & Co.
CHEMAN, British str. 1,832, Lloyd Jones, 18th
Feb.—Shanghai 16th February, General—
Butterfield & Swire.
CHIPSING, British str., 1,199, F. Mooney,
14th Feb.—Chefoo via Weihaiwei 8th Feb.,
General—Chinese.
CHOISING, German str., 1,021, J. Bruhn, 16th
Feb.—Manila 12th Feb., Ballast—Butter-
field & Swire.
DAITA MARU, Japanese str., 1,734, K. Kobaya-
shi, 16th Feb.—Nakamatsu 10th Feb.,
Coal—Mitsui Bishi Kaisha.
DEYAWONGSE, German str., 1,057, D. Gadle-
mann, 16th Feb.—Bangkok and Swatow
16th Feb., Rice and Meat—Butterfield &
Swire.
EMPEROR OF JAPAN, British str., 3,039, S.
Robinson, R.N.R., 2nd Feb.—Vancouver
14th Jan., Mails and General—Canadian
Pacific Railway Co.
HAITANG, British str., 1,363, J. W. Evans,
16th Feb.—Fochow via Ports 15th Feb.,
General—Douglas, Laprak & Co.
HAKUBISHA MARU, Japanese str., 3,361, S.
Suda, 17th Feb.—Muroran, Coal—Order.
HANYANG, British str., 1,206, G. J. Spinko,
10th February—Shanghai 6th February,
General—Butterfield & Swire.
HEBERN, German str., 771, O. Berg, 16th
Feb.—Swatow 15th Feb., General—Jensen
& Co.
HELLAS, German str., 847, M. Berg, 19th Feb.
—Bangkok 11th Feb., Rice—Gibb, Living-
ston & Co.
HONG WAN L., British str., 2,060, J. Mason,
12th Feb.—Singapore 6th Feb., General—
Joo Tek Sang.
HOPEANG, British str., 1,359, J. M. Hay, 10th
Feb.—Hongay 8th Feb., Coal—Jardine,
Matheson & Co.
HSEI CHU, Chinese str., 1,385, C. Froberg, 17th
February—Shanghai 13th Feb., General
—C. M. S. N. & Co.
HUNAN, British str., 1,183, Speed, 18th Feb.
—Hongay 16th February, Coal—Butter-
field & Swire.
INDOMENUS, British str., 4,256, A. G. R. Pad-
dle, 19th Feb.—Shanghai 16th February,
General—Butterfield & Swire.
INABA MARU, Japanese str., 6,189, S. Tomina-
shi, 16th Feb.—Seattle, etc., and Shanghai
15th Feb., General—Nippon Yusen Kaisha.
KAIFONG, British str., 987, J. V. Sifford, 16th
February—Manila 13th February, General
—Butterfield & Swire.
KUMHONG, British str., 1,500, J. Martin, 18th
Feb.—Swatow 17th February, Ballast—
Man Fat.
KWONGSANG, British str., 1,442, W. F. Richard,
18th Feb.—Shanghai and Swatow 17th
Feb., General—Jardine, Matheson & Co.
LAETTES, British str., 2,904, J. A. Taylor, 13th
Feb.—Shanghai 9th February, General—
Butterfield & Swire.
LAISANG, British str., 2,225, E. J. Tadd, 16th
February—Calcutta 31st Jan., General—
Jardine, Matheson & Co.
LINDEAT SCHREIER, German str., 1,016, O.
Brager, 17th Feb.—Bangkok 1st February,
Rice—Butterfield & Swire.
LOONGBOON, German str., 1,971, W. Vogeler,
14th Feb.—Daly 9th Feb., General—
Hambury America Line.
MACREY, German str., 998, E. G. Sollner, 18th
Feb.—Bangkok 11th February, Rice—
Butterfield & Swire.
MATHILDE, German str., 831, Chr. Ulderup,
14th Feb.—Haiphong and Hohow 13th
Feb., Rice and General—Jensen & Co.
MICHAEL JENSEN, German str., 951, J. Peter-
sen, 20th Feb.—Sigon 10th February,
Rice—Jensen & Co.
NINA, American str., 3,313, Eccleston, 18th
Jan.—Southampton 13th Dec.—Pacific
Mail S.S. Co.
ON SANG, British str., 1,737, S. G. Smith, 18th
February—Ching Wan Tso 11th Feb., Coal
—Chinese Engineering & Mining Co.
PECHABURI, German str., 1,375, —, 12th
February—Bangkok 8th February, Rice—
Butterfield & Swire.
PHUDUPH, British str., 1,065, J. H. Scott,
18th Feb.—Salgon 12th Feb., Rice and
General—Wo Est Sing.
QUINTA, German str., 300, Schlessinger, 16th
February—Bangkok 9th February, General
—Siemssen & Co.
RAJARUMI, German str., 1,187, C. Wolf, 18th
February—Manila 14th Feb., Ballast—
Butterfield & Swire.
SABINE BICKERS, Dutch str., 573, De Tries,
19th Feb.—Haiphong 17th Feb., Kerosene
oil—Asiatic Petroleum & Co.
SANGSI, German str., 955, E. Peterson, 11th
Feb.—Bangkok and Swatow 10th February,
Rice and Meat—Butterfield & Swire.

LATEST STEAMER MOVEMENTS.

The Yokohama office of the C.P.R. Co. is in
receipt of a wireless message from the R.M.S.
Montezuma when the vessel was 1,155 miles
distant from Japan, advising all well and that
the Commander expects to reach Yokohama at
6 a.m. on the 23rd inst.
The T.K.K. str. *Chiyo Maru* sailed from
Nagasaki on the 21st inst. for San Francisco.
The T.K.K. str. *Shingo Maru* will be de-
parted from San Francisco on the 28th inst.
for Hongkong, and is due at this port on or
about the 30th prox.
The T.K.K. str. *Hongkong Maru* sailed from
Iquique for Valparaiso on the 17th inst.
The T.K.K. str. *Kiyo Maru* sailed from
Hongkong on the 17th instant for South
American ports via Japan, Honolulu and
Mexico.
The str. *Fuuka* left Singapore for Hong-
kong on the 21st instant morning, and is due
here about the 27th inst.

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA
OGHI, MITABE YOSHITANI,
HOJO, KANADA, NAMAZU, SATO,
SHINNEW and KAMIMADAMA,
Collaborators.
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KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"
Cables, AI, ABC 5th Ed., Western Union
AGENCIES.
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACORDAY & Co.
SINGAPORE: Messrs. ROBERTS & Co., Ltd.
For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 10th August, 1911. [563]

THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an
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Two and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION
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IT WILL HELP TO SAVE LIFE.

H. C. GULLAND, Esq.,
Treasurer,
INTERNATIONAL BANKING CORPORATION,
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MANAGERS

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE

TRANS-CONTINENTAL
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.
AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
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WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
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Convenient connections at Chicago with trains for New York (Transatlantic Steamers)
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C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

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SHIPPING

ARRIVALS.

FRIGATING, Chinese str., 998, J. B. Howie, 21st Feb.—Shanghai 18th Feb., General—C. M. S. N. Co.
 MOOSHING, British str., 1,424, Welsh, 21st Feb.—Haiphong 18th Feb., Coal—Jardine, Matheson & Co.
 GREGORY APCAR, British str., 2,961, H. Belson, 21st Feb.—Mojito 16th Feb., General and Coal—David Sassoon & Co.
 KAIYO MARU, Japanese str., 1,234, Y. Yamamoto, 21st Feb.—Yamaguchi via Amoy and Swatow 20th Feb., General—Osaka Shosen Kaisha.
 KIANG PING, Chinese str., 1,222, H. Udder, 21st Feb.—Wuhu 15th Feb., General—Chinese.
 KIUKIANG, British str., 1,223, Robertson, 21st Feb.—Wuhu 15th Feb., Rice—Butterfield & Swire.
 MEXICO MARU, Japanese str., 3,259, N. Kobayashi, 20th Feb.—Yokohama 20th January, General—Osaka Shosen Kaisha.
 SHINKEI MARU, Japanese str., 1,745, Nagata, 20th Feb.—Manila 15th Feb.
 SUNGKIANG, British str., 987, H. Mathias, 21st Feb.—Haiphong and Hothow 20th Feb., General—Butterfield & Swire.
 YOCOW, British str., 2,127, E. J. Pottinger, 21st Feb.—Daly 15th Feb., General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 21st February.
 Haiyang, British str., for Swatow.
 Seattle Maru, Japanese str., for Nagasaki.
 Shimmei Maru, Japanese str., for Moji.

DEPARTURES.

21st February.
 DERFFLINGER, German str., for Europe, & Asia, Italian str., for Singapore.
 SOGOTRA, British str., for Singapore.

PASSENGERS.

ARRIVED.
 Per Kato Maru, from Tamsui, &c., Mr. A. W. Bain, Mr. Lester, Mr. L. J. Thomas and Capt. Kerpech.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co. str. *Mongolia* from San Francisco sailed from Yokohama on the 13th inst. en route to Hongkong, and is due to arrive at Hongkong to-morrow.
 The T.K.K. str. *Nippon Maru* sailed from Yokohama on the 19th inst. for Hongkong, and is due to arrive at this port on or about the 26th inst.
 The T.K.K. str. *Tenyo Maru* sailed from Honolulu on the 12th inst., and is due to arrive at Hongkong on the 4th prox.
 The P. M. S. S. Co. str. *Pavia* sailed from San Francisco on the 13th inst. for Hongkong, and is due to arrive at this port on the 12th prox.
 THE AUSTRALIAN MAIL.
 The I.G.M. str. *Prins Sigismund* left Sydney on the 10th inst., at 11 a.m., and may be expected here on or about the 4th prox.
 THE CANADIAN MAIL.
 The C. P. R. Co. str. *M. S. Montague*, left Vancouver B. C. for Hongkong (via usual ports of call) on Wednesday, the 7th Feb. at p.m.
 THE GERMAN MAIL.
 The I.G.M. str. *Yorck*, carrying the German Mails with dates from Berlin of the 24th inst., left Singapore on the 16th inst., at 8 a.m., and may be expected here to-day at 6 p.m.
 THE INDIAN MAIL.
 The *Apar* str. *Arvalon* from Calcutta left Singapore on the 17th inst. morning, and may be expected here to-morrow.
 MERCHANT STEAMERS.
 The str. *Kalona* left Sabang on the 13th inst., and is due here to-day p.m.
 The I.G.M. str. *Coblenz* left Yokohama on the 16th inst., at 6 a.m., and may be expected here to-day.
 The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via Singapore on the 9th inst., and is expected here on the 27th inst.
 The P. & O. S. N. Co. str. *Banar* left Singapore for Kobe on the 15th inst., at 8 a.m., and is due there at noon on the 27th inst.
 The str. *Glentworth* passed the Suez Canal on the 6th inst., and is due here on or about the 7th prox.
 The T.K.K. str. *Buho Maru* sailed from Honolulu on the 21st inst. for Hongkong, and is due to arrive at Hongkong on the 26th prox.
 The "Mogul" Line str. *Montrose* left United Kingdom on the 28th inst. for Hongkong and Far East via the Straits.
 The Bank Line str. *Osterio* sailed from Vancouver on the 1st inst. for Yokohama en route for Hongkong, where she is due to arrive at Yokohama on the 18th inst.
 The str. *Willenden* left Tacoma on the 22nd ultimo for Hongkong and Manila via Japan ports.

PASSED THE CANAL.

Jan. 12th—*Jasen*, *Palawan*, *Wray Castle*, 16th—*Austria*, *Benvenuto*, *Atsuta*, *Maru*, *Pera*, 19th—*Suevia*, 23rd—*Mishima Maru*, *Telemachus*, *African Prince*, *Patricia*, 26th—*Dardanus*, *Peiho*, *Africa*, 30th—*Bonadur*, Feb. 2nd—*Cyclops*, *Neleus*, 6th—*Glentworth*, *Atsuta*, *Benvenuto*, *Suevia*, *Syria*, *Indra*, *Janina*, 13th—*Armand*, *Belin*, *Bendone*, *Brasilia*, *Deubighaire*, *Montrose*, *St. Patrick*, 16th—*Australia*, *Duclos*, *Dacre Castle*, *Dorimund*, *Iyo Maru*, *Prins Alice*.

ARRIVALS AT HOME.

February 16th—*Calcedonien*, *Perseus*.

NOW ON SALE.

MAIL TABLES

FOR 1912.

Shows the dates of departure of the Mail of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.
 On Paper ... 20 "

On Sale at the Hongkong Daily Press Office
 Hongkong, 6th January, 1912.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECTION.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE...	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 2nd Mar., at Noon
LONDON, ROTTERDAM & ANTWERP.	CARMARTHENS...	Brit. str.	—	E. F. Dady, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.
LONDON & ANTWERP.	NILE...	Brit. str.	—	F. T. Jones...	SHEWAN TOMES & Co.	About 6th Mar.
ROTTERDAM, HAMBURG & ANTWERP, &c.	GLIMLOCHY...	Brit. str.	—	F. T. Jones...	HAMBURG-AMERICA LINE	About 12th Mar.
HAVRE & HAMBURG via STRAITS, &c.	SPEZIA...	Ger. str.	k. w.	Fass...	HAMBURG-AMERICA LINE	On 3rd Mar.
HAVRE, RBEMEN & HAMBURG &c.	GOLDENFELS...	Ger. str.	k. w.	Diedrichsen...	HAMBURG-AMERICA LINE	On 5th Mar.
HAVRE & HAMBURG.	SVENIA...	Ger. str.	k. w.	Rassau...	HAMBURG-AMERICA LINE	On 20th March.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	Hildebrandt...	Ger. str.	k. w.	Ernst...	HAMBURG-AMERICA LINE	On 5th April.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMERICA...	Jap. str.	—	F. L. Sommer...	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, HAVRE, ROTTERDAM, &c.	KAMO MARU...	Jap. str.	—	K. Homma...	NIPPON YUSEN KAISHA	On 28th inst., at D'light.
VICTORIA, B.C. & TACOMA via JAPAN &c.	AKI MARU...	Jap. str.	—	Bahle...	NIPPON YUSEN KAISHA	On 13th Mar., at D'light.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SEATTLE MARU...	Jap. str.	—	Tominaga...	OSAKA SHOSHEN KAISHA	To-day, at 1 p.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	MEXICO MARU...	Jap. str.	—	...	OSAKA SHOSHEN KAISHA	On 5th March, at 1 p.m.
BOSTON & NEW YORK via PORTS & SUEZ CANAL.	KABONGA...	Am. str.	—	...	SHEWAN TOMES & Co.	About 6th March.
TRIESTE, PISA, & VENICE via SINGAPORE, &c.	NIPPON...	Am. str.	—	E. Tarabochia...	SANDER, WILBER & Co.	About 22nd inst.
TRIESTE, &c., via SINGAPORE, &c.	AFRICA...	Am. str.	—	...	SANDER, WILBER & Co.	On 19th March, at 5 p.m.
NEW YORK.	EMPEROR OF JAPAN...	Am. str.	2 m.	...	ARNOLD, KARBBERG & Co.	On 14th Mar.
VANCOUVER via SHANGHAI, JAPAN, &c.	HERCULES...	Brit. str.	2 m.	W. Davison...	OSKADIAN PACIFIC R. Co.	On 24th inst., at 7 a.m.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	MONTAGUE...	Brit. str.	—	...	THE BANK LINE, LIMITED	On 15th March.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NILE...	Am. str.	—	...	OSKADIAN PACIFIC R. Co.	On 23rd Mar., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA...	Am. str.	—	...	PACIFIC MAIL S.S. Co.	To-morrow, at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON MARU...	Jap. str.	—	A. G. Stevens...	PACIFIC MAIL S.S. Co.	On 2nd Mar., at 1 p.m.
AUSTRALIAN PORTS via MANILA.	COBLENZ...	Ger. str.	—	L. Klugkist...	TOTO KAISHEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS via MANILA.	EASTERN...	Brit. str.	—	...	MELCHERS & Co.	On 24th inst., at 10 a.m.
YOKOHAMA & KOBE via SHANGHAI.	NIKKO MARU...	Jap. str.	—	M. Yagi...	GIBB, LIVINGSTON & Co.	On 15th March, at Noon.
YOKOHAMA & KOBE via SHANGHAI.	FAZILKA...	Brit. str.	—	W. E. Whittingham...	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
YOKOHAMA & KOBE via SHANGHAI.	AUSTRIA...	Am. str.	—	...	HANDER, WILBER & Co.	About 1st Mar.
KOBE & YOKOHAMA.	KAMA MARU...	Jap. str.	—	M. Hagino...	NIPPON YUSEN KAISHA	On 29th inst., a.m.
KOBE & YOKOHAMA.	PRINS SIGISMUND...	Jap. str.	—	Lens...	MELCHERS & Co.	About 5th Mar.
MAGASAKI, KOBE & YOKOHAMA.	KUMANO MARU...	Jap. str.	—	M. Winkler...	NIPPON YUSEN KAISHA	On 13th Mar., at Noon.
MEXICAN, PERUVIAN & CHILEAN via JAPAN.	BUYO MARU...	Jap. str.	—	W. Zwart...	YOKO-KAISHA	On 9th April.
JAPAN & TIENTSIN.	TUPELO...	Dut. str.	—	Foreyith...	BUTTERFIELD & SWIRE	Quick despatch.
TIENTSIN via SWATOW & CHEFOO.	KUICHOW...	Brit. str.	1 m.	E. Mooney...	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	CHUPHUNG...	Brit. str.	—	J. Randermann...	MELCHERS & Co.	On 24th inst., at Noon.
SHANGHAI.	CHENAN...	Brit. str.	1 m.	Wm. Lloyd Jones...	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI.	KWONGSANG...	Brit. str.	—	W. E. Richard...	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI, KOBE & MOJI.	LIAN...	Brit. str.	1 m.	C. G. Williams...	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SHANGHAI & KOBE.	ARMARON APCAR...	Brit. str.	—	G. F. Hudson...	DAVID SASSOON & Co., Ltd.	On 25th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	KIRIN MARU...	Jap. str.	—	M. Duguid...	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	NUBIA...	Jap. str.	—	S. J. Fox...	P. & O. S. N. Co.	About 27th inst.
SHANGHAI.	COLOMBO MARU...	Jap. str.	—	J. Teraoka...	NIPPON YUSEN KAISHA	On 28th inst.
SHANGHAI.	INDIA...	Brit. str.	—	G. W. Gordon...	SANDER, WILBER & Co.	On 6th Mar., at 6 a.m.
SHANGHAI.	AFRICA...	Am. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 7th Mar., at Noon.
SHANGHAI, KOBE & MOJI.	FOOKANG...	Brit. str.	—	T. A. Mitchell...	HAMBURG-AMERICA LINE	About 5th April.
SHANGHAI, KOBE & YOKOHAMA.	BEIGRAVIA...	Ger. str.	k. w.	V. Dohren...	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	PEKING...	Swed. str.	—	Bouman...	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 a.m.
SHANGHAI.	TIPODAS...	Dut. str.	—	...	DOUGLAS LAFRAIK & Co.	To-day, at 11 a.m.
TAMSUI via SWATOW & AMOY.	KAIYO MARU...	Jap. str.	—	J. W. Evans...	DOUGLAS LAFRAIK & Co.	On 25th inst., at 11 a.m.
ANPING via SWATOW & AMOY.	SOSU MARU...	Jap. str.	—	W. G. Passmore...	DOUGLAS LAFRAIK & Co.	To-day, at 4 p.m.
SWATOW, AMOY & FOCHOW.	HAIRANG...	Brit. str.	2 h.	A. H. Stewart...	BUTTERFIELD & SWIRE	On 24th inst., at 2 p.m.
SWATOW, AMOY & FOCHOW.	HAICHING...	Brit. str.	2 h.	Siddord...	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW.	HAIMUN...	Brit. str.	1 m.	P. H. Rolfe...	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW.	KAIYONG...	Brit. str.	1 m.	Pennafather...	JARDINE, MATHESON & Co., Ltd.	On 2nd Mar., at 2 p.m.
MANILA, ILOILO & CEBU.	YUENANG...	Brit. str.	—	S. Crosby...	SHEWAN, TOMES & Co.	On 6th March.
MANILA, CEBU & ILOILO.	TAMING...	Brit. str.	1 m.	Leak...	SHEWAN, TOMES & Co.	On 11th Mar., at 4 p.m.
MANILA, MANGARIA, ILOILO & CEBU.	RUBI...	Am. str.	—	M. C. Smith...	JAVA-CHINA-JAPAN LINE	Quick despatch.
MANILA, MANGARIA, ILOILO & CEBU.	LOONGSANG...	Brit. str.	—	J. B. v. Damme Jesh...	NIPPON YUSEN KAISHA	On 24th inst., at 2 p.m.
MANILA, MANGARIA, ILOILO & CEBU.	OSTERIO...	Brit. str.	—	H. Nomura...	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at D'light.
MANILA, MANGARIA, ILOILO & CEBU.	ZAFIRO...	Am. str.	—	J. M. Hay...	DAVID SASSOON & Co., Ltd.	On 7th Mar.
BATAVIA, CHERIBON, SAMARANG, &c.	TUPANAS...	Dut. str.	—	S. H. Belson...	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 10 a.m.
BOMBAY via SINGAPORE & COLOMBO.	HAKATA MARU...	Jap. str.	—	H. Chidley...	BUTTERFIELD & SWIRE	On 28th inst., at 9 a.m.
SINGAPORE, PENANG & CALCUTTA.	LAISANG...	Brit. str.	—	E. de Catalano...	MELCHERS & Co.	
SINGAPORE, PENANG & CALCUTTA.	HONGSANG...	Brit. str.	—			
SINGAPORE, PENANG & RANGOON.	GREGORY APCAR...	Brit. str.	—			
SINGAPORE, PENANG & RANGOON.	FUTALA...	Brit. str.	—			
HOIHOW & HAIPHONG.	SUNGKIANG...	Brit. str.	1 m.			
KWANG CHOW WANG & HAIPHONG.	SI-KIANG...	Brit. str.	—			

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT EAST LINERS.

STEAMSHIP.	DISPLACEMENT.	ON FEBRUARY 21ST.
"DERFFLINGER" - - - - -	17,300	ON FEBRUARY 21ST.
Capt. F. PROSCH.		
"PRINZ EITEL FRIEDRICH" 16,000		ON MARCH 5TH.
Capt. E. MALCHOW.		
"YORCK" - - - - -	17,000	ON MARCH 20TH.
Capt. J. RANDELMANN.		
"PRINZESS ALICE" - - - - -	20,300	ON APRIL 2ND.
Capt. P. GROSCH.		
"LUETZOW" - - - - -	17,300	ON APRIL 17TH.
Capt. J. BORTHELDT.		
"KLEIST" - - - - -	17,000	ON APRIL 30TH.
Capt. L. MAASS.		
* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.		
CALLING AT NAPLES, GENOA, ALGIERE, GIBRALTAR AND SOUTHAMPTON.		
NO LAND PASSENGERS.		
All the Steamers of the European Line are fitted with Wireless Telegraphy.		
EARLY BOOKING RECOMMENDED.		
For Further Particulars, apply to		
MELCHERS & Co., GENERAL AGENTS.		
Hongkong, 1st September, 1911.		

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK" Capt. J. RANDELMANN	17,000	About 22nd Feb.
MANILA, YAP, ANGABUR, NEW GUINEA, REISSBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. L. KLUGKIST	6,750	Saturday, 24th Feb., at 10 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	About 5th March.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 14th February, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC.

FOR VANCOUVER.	FOR LIVERPOOL.
"EMPEROR OF JAPAN" Sat., 24th Feb.	"EMPEROR OF IRELAND" Fri., 22nd Mar.
"MONTAGUE" Sat., 23rd Mar.	"EMPEROR OF IRELAND" Fri., 19th Apr.
"EMPEROR OF INDIA" Sat., 20th Apr.	"EMPEROR OF IRELAND" Fri., 17th May.
"EMPEROR OF JAPAN" Sat., 11th May.	"ALLEN LINE" Fri., 7th June.

Steamships leave HONGKONG at 7 A.M.
 THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamship ... 243 " 245.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTAGUE" or other Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATES OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	6,500	About 5th April.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & Co.,

YORK BUILDINGS, TOR FLOOR.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RURI	4000	S. Crosby	Manila, Mangarin, Hilo and Cebu	On 29th Feb. 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hilo and Cebu	On 11th Mar. 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.

Hongkong, 21st February, 1912.

VESSELS ON THE BERTH

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"
 Captain G. F. Hudson, will be despatched for the above Ports on MONDAY, the 26th inst., at Noon.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 Days).

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NUBIA AND YOKOHAMA	Capt. F. J. Fox	About 27th Feb.	Freight and Passage.
SHANGHAI	Capt. G. W. Gordon, R.N.R.	About 1st March.	Freight and Passage.
ONDON VIA USUAL PORTS	ASSAYE Capt. G. W. Cockman, R.N.R.	Noon, 2nd March.	See Special Leaf Call.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. E. F. Dady, R.N.R.	About 5th March.	Freight and Passage.

For Further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, 22nd February, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	"KAIFONG"	On 22nd Feb., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Feb., 4 P.M.
AMOI & TIENTSIN	"KUBICHO"	On 23rd Feb., 4 P.M.
SHANGHAI	"LINAN"	On 24th Feb., 4 P.M.
HAIPHONG (calls Hoihow for mails only)	"SUNGKIANG"	On 24th Feb., 10 A.M.
MANILA, CEBU & ILOILO	"TAMING"	On 27th Feb., 4 P.M.

These Steamers have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 22nd February, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.	FOR	SWATOW, AMOI AND FOOCHOW AND RETURN.	(Occupying 9 to 10 Days).
STEAMSHIP	CAPTAIN	LEAVING	
"HAIYANG"	Capt. J. W. Evans	THURSDAY, 22nd Feb., at 11 A.M.	
"HAIYANG"	Capt. W. C. Passmore	SUNDAY, 25th Feb., at 10 A.M.	

For SWATOW AND RETURN.
(Occupying 5 Days).

"HAIYANG"	Capt. A. H. Stewart	FRIDAY, 23rd Feb., at 11 A.M.	
"HAIYANG"	Capt. A. H. Stewart	TUESDAY, 27th Feb., at 11 A.M.	

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
General Managers
Hongkong, 22nd February, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

OR SHANGHAI, KOBE & YOKOHAMA:

S.S. BELGRAVIA	7th March.
S.S. SACHSEN	18th March.
S.S. O. FERD. LADISZ	2nd April.
S.S. SITHONIA	10th April.
S.S. SCANDIA	26th April.
S.S. BAYERN	3rd May.

HOMEWARD.

FOR MARSEILLES, ROTTERDAM & HAMBURG:	S.S. AMBRIA	29th Feb.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SPEZIA	3rd March.
FOR HAVRE & HAMBURG:	S.S. GOLDENFELS	5th March.
FOR MARSEILLES, HAVRE, ROTTERDAM & HAMBURG:	S.S. PREUSSEN	14th March.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SUEVIA	20th March.
FOR HAVRE & HAMBURG:	S.S. BELGRAVIA	5th April.
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. SACHSEN	27th April.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, and PORT SAID.

S.S. "AFRICA," 8,840 tons, will leave as above on March 19th, 1912, at 5 p.m.

S.S. "ROEBER," 9,900 tons, will leave as above on April 19th, 1912, at 5 p.m.

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on March 6th, 1912, at 6 a.m.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £30 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

S.S. "NIPPON," 13,950 tons, will leave for BREMEN, FRANK and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, about February 22nd.

S.S. "AUSTRIA," 14,300 tons, will leave YOKOHAMA and KOBE via SHANGHAI about March 1st.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken through rates at all ports in the Adriatic, the Levant and Black Sea, 1st to North and South America. For information apply to—
SANDER, WIELER & Co., Agents,
Hongkong, 21st February, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE-TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE—

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	FRIDAY, 8th March, NOON.
TENYO MARU	E. Bent	FRIDAY, 15th March, at Noon.
SHINYO MARU	H. S. Smith	FRIDAY, 9th April, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.

SOUTH AMERICA LINE—

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	TUESDAY, 9th APRIL, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

247 King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 22nd Feb., at 1 P.M.
	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKO.	"MEXICO MARU"	6,064	TUESDAY, 5th March, at 1 P.M.
	"CANADA MARU"	6,064	SATURDAY, 30th March, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco—

From Manila	...	G. \$130.00
From Hongkong, Shanghai and Keelung	...	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	...	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	...	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Tea and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOI	"SOSHU MARU"	SUNDAY, 25th Feb., at 8 A.M.
TAMUI via SWATOW and AMOI	"KAIJO MARU"	SUNDAY, 25th Feb., at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

772-7781

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 28th FEB., 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALJOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
OCEANA	7000	May 11	MAIWA	11000	June 8	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 2nd £21.2

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
NILE	about 6	about 19
NUBIA	about 3	about 17
SUMATRA	about 17	about 31
NAMUR	about 1	about 14
PALAWAN	about 15	about 29
BORNEO	about 29	about 13
SYRIA	about 12	about 27
NORE	about 26	about August 10

These Steamers call also, at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £38.10 2nd £27.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	{ WED'DAY, 28th Feb., at Daylight.
	AKI MARU Capt. K. Homma	7,000	{ WED'DAY, 13th Mar., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	INABA MARU Capt. Tomimaga	7,000	{ TUESDAY, 27th Feb., at Noon.
	TAMBA MARU Capt. K. Noda	7,000	{ TUESDAY, 26th Mar., at Noon.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kon	7,000	{ SATURDAY, 23rd Mar., from Kobe.
SYDNEY and MELBOURNE via MANILA, THURSTON ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	{ FRIDAY, 15th March, at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	{ FRIDAY, 12th April, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. H. Nomura	7,000	{ THURSDAY, 22nd February.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	{ THURSDAY, 29th Feb., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	{ WED'DAY, 13th Mar., at Noon.
SHANGHAI & KOBE	KIRIN MARU Capt. Deguchi	4,000	{ MONDAY, 26th February.
SHANGHAI, MOJI & KOBE	COLOMBO MARU Capt. J. Teranaka	5,000	{ WED'DAY, 28th February.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong: "TENSIN MARU," 4,000 tons, Capt. Hori, February 24th.

1912 PASSENGER SEASON 1912

FOR EUROPE:

STEAMER	TONS	CAPTAIN	FROM HONGKONG
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moes	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Murai	May 22nd.

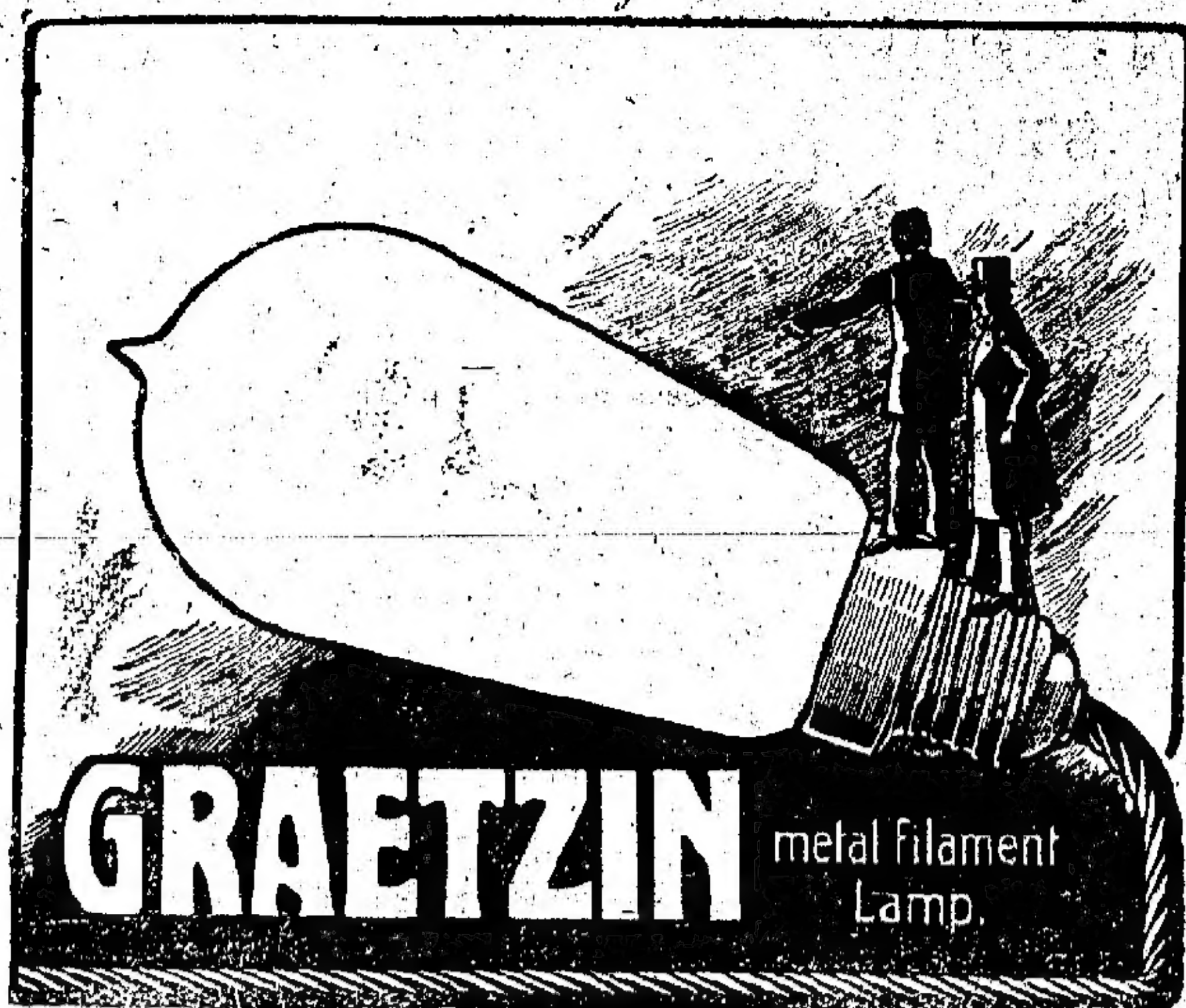
FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tomimaga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
SANUKI	7,000		April 9th.
AWA	7,000	T. Iizawa	April 23rd.
INABA	7,000	S. Tomimaga	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

(12-15-41)



ONE Price for 16, 25, 32 and 50 c.p. **\$0.85**

REBATES FOR RETAILERS AND HOTELS!

70% Saving in Current

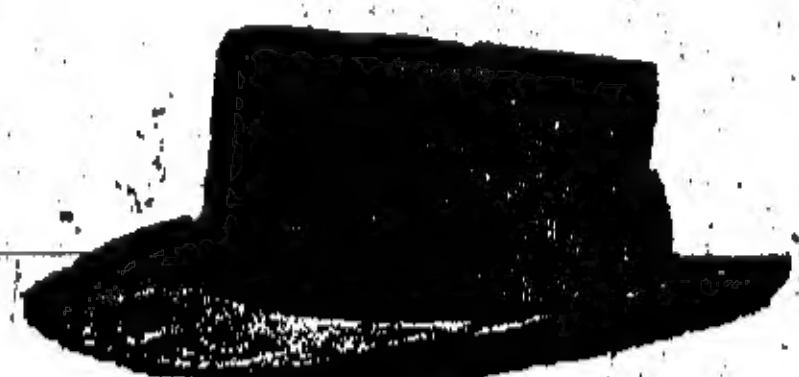
Obtainable from Stock of the General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 16th February, 1912.

[49-19]



HATS

of all shapes, sizes and colours have been recently supplied to the local market to a great amount by

Daily production: **26,000 HATS!** BERLIN-GUBENER
Workmen employed: **3,500!** HUTFABRIK A.-G.

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 16th February, 1912.

[48-20]

POST OFFICE NOTICE

The Parcel Post system to the following places in China is for the present suspended: Hupeh, Szechuan, Hunan, Kweichow and Tientsin.

The York, with the German Mail, left Singapore on Sunday, the 18th instant, at 8 a.m. and may be expected here to-day, at 6 p.m.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hatyang ...	Thursday, 22nd, 10.00 A.M.
NAGASAKI, KOBE, YOKOHAMA, VICTORIA and TACOMA	Seattle Maru ...	Thursday, 22nd, Noon
Manila, Cebu and Iloilo	Sui Tai ...	Thursday, 22nd, 1.15 P.M.
Manila, Cebu and Iloilo	Chenau ...	Thursday, 22nd, 3.00 P.M.
Manila, Cebu and Iloilo	Kaifong ...	Thursday, 22nd, 3.00 P.M.
Manila, Cebu and Iloilo	Quarta ...	Thursday, 22nd, 5.00 P.M.
Manila, Cebu and Iloilo	Pongtong ...	Thursday, 22nd, 5.00 P.M.
Manila, Cebu and Iloilo	Carl Diederichsen ...	Friday, 23rd, 9.00 A.M.
Manila, Cebu and Iloilo	Mathilde ...	Friday, 23rd, 9.00 A.M.
Manila, Cebu and Iloilo	Hannu ...	Friday, 23rd, 10.00 A.M.
Manila, Cebu and Iloilo	Printed Matter and Samples ...	Friday, 23rd, 10.00 A.M.
Manila, Cebu and Iloilo	Registration ...	Friday, 23rd, 10.15 A.M.
Manila, Cebu and Iloilo	Registration with late fee of 10 cents up to 1.00 A.M.	Friday, 23rd, 10.15 A.M.
Manila, Cebu and Iloilo	Registration B.O.	Friday, 23rd, 9.30 A.M.
Manila, Cebu and Iloilo	No late fee	Friday, 23rd, Noon
Manila, Cebu and Iloilo	Letters ...	Friday, 23rd, 1.15 P.M.
Manila, Cebu and Iloilo	Sui Tai ...	Friday, 23rd, 3.00 P.M.
Manila, Cebu and Iloilo	Kuichow ...	Friday, 23rd, 3.00 P.M.
Manila, Cebu and Iloilo	Printed Matter and Samples ...	Friday, 23rd, 4.00 P.M.
Manila, Cebu and Iloilo	Registration ...	Friday, 23rd, 3.15 P.M.
Manila, Cebu and Iloilo	Registration with late fee of 10 cents up to 4.00 P.M.	Friday, 23rd, 3.15 P.M.
Manila, Cebu and Iloilo	Registration B.O.	Friday, 23rd, 3.00 P.M.
Manila, Cebu and Iloilo	No late fee	Friday, 23rd, 3.00 P.M.
Manila, Cebu and Iloilo	Letters ...	Friday, 23rd, 5.00 P.M.
Manila, Cebu and Iloilo	Coblenz ...	Saturday, 24th, 9.00 A.M.
Manila, Cebu and Iloilo	Chipsing ...	Saturday, 24th, 11.00 A.M.
Manila, Cebu and Iloilo	Kuichow ...	Saturday, 24th, 11.00 A.M.
Manila, Cebu and Iloilo	Samson ...	Saturday, 24th, 11.00 A.M.
Manila, Cebu and Iloilo	Yuenang ...	Saturday, 24th, 1.00 P.M.
Manila, Cebu and Iloilo	Laisang ...	Saturday, 24th, 1.00 P.M.
Manila, Cebu and Iloilo	Sui Tai ...	Saturday, 24th, 1.15 P.M.
Manila, Cebu and Iloilo	Sosha Maru ...	Saturday, 24th, 5.00 P.M.
Manila, Cebu and Iloilo	Hopeng ...	Saturday, 24th, 5.00 P.M.
Manila, Cebu and Iloilo	Manchu ...	Saturday, 24th, 5.00 P.M.
Manila, Cebu and Iloilo	Linan ...	Saturday, 24th, 5.00 P.M.
Manila, Cebu and Iloilo	Registration ...	Saturday, 24th, 6.00 P.M.
Manila, Cebu and Iloilo	Letters ...	Saturday, 24th, 9.00 A.M.
Manila, Cebu and Iloilo	Haiting ...	Sunday, 25th, 9.00 A.M.
Manila, Cebu and Iloilo	Sunghiang ...	Sunday, 25th, 9.00 A.M.
Manila, Cebu and Iloilo	Helene ...	Sunday, 25th, 9.00 A.M.
Manila, Cebu and Iloilo	Arvaton Apar ...	Monday, 26th, 11.00 A.M.
Manila, Cebu and Iloilo	Paulka ...	Monday, 26th, 11.00 A.M.
Manila, Cebu and Iloilo	Sui Tai ...	Monday, 26th, 1.15 P.M.
Manila, Cebu and Iloilo	Haimun ...	Monday, 26th, 1.15 P.M.
Manila, Cebu and Iloilo	Inaba Maru ...	Monday, 26th, 10.00 A.M.
Manila, Cebu and Iloilo	Printed Matter and Samples ...	Tuesday, 27th, 10.00 A.M.
Manila, Cebu and Iloilo	Registration ...	Tuesday, 27th, 10.00 A.M.
Manila, Cebu and Iloilo	Registration with late fee of 10 cents up to 11.00 A.M.	Tuesday, 27th, 10.00 A.M.
Manila, Cebu and Iloilo	Registration B.O.	Tuesday, 27th, 9.30 A.M.
Manila, Cebu and Iloilo	No late fee	Tuesday, 27th, 9.30 A.M.
Manila, Cebu and Iloilo	Letters ...	Tuesday, 27th, 1.15 P.M.
Manila, Cebu and Iloilo	Taming ...	Tuesday, 27th, 3.00 P.M.
Manila, Cebu and Iloilo	Kamo Maru ...	Tuesday, 27th, 5.00 P.M.
Manila, Cebu and Iloilo	Gregory Apar ...	Wednesday, 28th, Noon
Manila, Cebu and Iloilo	Rubi ...	Thursday, 29th, 3.00 P.M.
Manila, Cebu and Iloilo	Eastern ...	Saturday, 2nd, 9.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

February 21st

ON LONDON:—		
Telegraphic Transfer	1.11 1/2	
Bank Bills, on demand	1.11 1/2	
Bank Bills, at 30 days' sight	1.11 1/2	
Bank Bills, at 4 months' sight	1.11 1/2	
Credit, at 4 months' sight	2.1/2	
Documentary Bills 4 months' sight	2.1/2	
ON PARIS:—		
Bank Bills, on demand	248 1/2	
Credit, at 4 months' sight	253	
ON GERMANY:—		
On demand	202	
ON NEW YORK:—		
Bank Bills, on demand	47 1/2	
Credit, at 60 days' sight	48 1/2	
ON HONGKONG:—		
Telegraphic Transfer	146 1/2	
Bank, on demand	146 1/2	
ON CALCUTTA:—		
Telegraphic Transfer	146 1/2	
Bank, on demand	146 1/2	
ON SHANGHAI:—		
Bank, at sight	73 1/2	
Private, 30 days' sight	74 1/2	
ON YOKOHAMA:—	On demand	35 1/2
ON MANILA:—	On demand—Pesos	26 1/2
ON SINGAPORE:—	On demand	83 1/2
ON BATAVIA:—	On demand	118 1/2
ON HAIPHONG:—	On demand	1 1/2 p.m.
ON SAIGON:—	On demand	78 1/2
ON BANGKOK:—	On demand	79 1/2
SOVEREIGNS, Bank's Buying Rate		\$10.10
GOLD LEAF, 100 fine, per teal		\$52.70
BANK SUVER, per os.		27 1/2

MAILS VIA SIBERIA.

London	Shanghai
January 31st.	February 16th.
February 3rd.	February 20th.

SHARE LIST—QUOTATIONS. HONGKONG, FEBRUARY 21st, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$840, x. div. bu. L'don \$860/div \$10, set. 9 1/2, bu.
China Bank, Limited	60,000	\$12	all	\$140
China Light and Power Company, Limited	50,000	\$5	all	\$8
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 77
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$81, sales \$20 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$53, sales \$44, x. div. \$64, buyers Tls. 53 Tls. 50
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$410, sal. & sel. \$21
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$113
New Amoy Dock Co., Limited	10,000	\$50	all	\$25
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	\$19
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$200
Green Island Cement Co., Limited	60,000	\$10	all	\$17 1/2, sellers
Hongkong Electric Co., Limited	12,000	\$50 1/2	all	\$73, sellers
Hongkong Hotel Company, Limited	8,000	\$50 1/2	all	\$196, sellers
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$20
Hongkong Ice Company, Limited	50,000	\$25	all	\$150, sales \$115
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$50
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$17 1/2, Ex 75
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$36, sal. & bu.
China Fire Insurance Co., Limited	20,000	\$100	all	\$6, x. div. bu. \$32 1/2
China Traders Insurance Co., Limited	24,000	\$33.33	\$23	\$50
Hongkong Fire Insurance Co., Limited	24,000	\$250	\$50	\$150
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 150
Union Insurance Society, Limited	12,400	\$250	\$100	\$650
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$212 1/2, Ex 75
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$98, sal. & bu.
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$6, x. div. bu. \$32 1/2
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$10
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90
West Point Building Co., Limited	12,500	\$50	all	\$50
Matcochappi tot Mija, Bosh-on Landbouw exploitatie in Langkat	25,000	Gda. 10	all	Tls. 78
MISCELLANEOUS.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	36, buyers 74 1/2
Trench Mines, Limited	150,000	\$1	all	51
Heaswood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	\$33, sellers
Ramb Australia Gold Mining Co., Ltd.	200,000	\$1	all	\$112
Peak Tramways Co., Limited	25,000	\$10	all	\$112
Philippine Co., Limited	50,000	\$10	all	\$10, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$112
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$36, sal. & sel.
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$101
Douglas Steamship Co., Limited	200,000	\$50	all	\$21
Hongkong, Canton & Amoy S.S. Co., Ltd.	80,000	\$15	all	\$25 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$25	all	\$61 L'don, \$25 17 1/2
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	91 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$27
South China Morning Post, Limited	10,000	\$10	all	\$17 1/2
Steam Laundry Company, Limited	6,000	\$25	all	\$20, buyers
Stromberg and Lenz	20,000	\$5	all	\$6
Wm. Powell, Limited	1,200	\$10	all	\$22, buyers
Watkins, Limited	15,000	\$7	all	\$43, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$3, sales
Weissmann, Limited	90,000	\$10	all	\$4, buyers
Gaude Price & Co., Ltd.	3,000	\$10	all	\$15, buyers
Societe des Pulpes et Papeteries du Tonkin	50,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	15,200	\$50	all	\$40, buyers
Union Waterboat Co., Limited	9,900 ordy. 100 idlers	\$10	all	\$10
		\$10	all	\$300
		\$10	all	\$74

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SYMTH, Share Brokers.

TO-DAY

11.30 A.M.—Second Day of Races.

TO-MORROW

11.30 A.M.—Third Day of Races.

FORTHCOMING EVENTS.

Saturday, 24th Feb.—Off Day Races, 2 P.M.

Tuesday, 27th Feb.—Annual General Meeting of The Hongkong Benevolent Society, in the City Hall, Noon.

Wednesday, 28th Feb.—Thirty-First Ordinary Annual Meeting of Hongkong Ice Co., Ltd., Noon.

Thursday, 29th Feb.—Annual General Meeting of Hongkong General Chamber of Commerce in the City Hall, 4 P.M.

Friday and Saturday, 1st and 2nd March.—Flower and Vegetable Show of Hongkong Horticultural Club at Vacant Ground opposite Hongkong Club.

Saturday, 2nd March.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., 12.30 P.M.

Thursday, 7th March.—Forty-Third Meeting of China Fire Insurance Co., Ltd., Noon.

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